



Legislation Text

File #: 14-0199, **Version:** 1

Resolution to Approve a Road Improvement Agreement between the City of Ann Arbor and the Board of Washtenaw County Road Commissioners for the Proposed Improvements to Ann Arbor-Saline Road, and to Appropriate Funds for the Construction of New Sidewalk (\$30,000.00) **(8 Votes Required)**

Attached for your review and consideration for approval is a resolution to authorize a Road Improvement Agreement (the "Agreement") between the City of Ann Arbor (the "City") and the Board of Washtenaw County Road Commissioners (the "Road Commission") for the design and construction of proposed improvements to Ann Arbor-Saline Road from Oak Valley Drive to Eisenhower Parkway.

Ann Arbor-Saline Road is high volume all-season route that is a vital component of the area's commercial and commuter roadway network. It connects the City with Pittsfield Township and the City of Saline, and allows direct access to I-94 and US-12 farther to the south. Ann Arbor-Saline Road is considered a gateway to the City and is one the major routes serving the downtown and the community. The section defined by the project limits is controlled by both the City and the Road Commission with the City having jurisdiction over the segment from I-94 north to Eisenhower Parkway. Portions of the roadway pavement are significantly deteriorated and near the end of their useful service life. As these conditions continue to worsen they will severely impact the roads ability to accommodate daily traffic uses. Considering these circumstances, the Road Commission with support from the City applied for a State of Michigan Transportation Economic Development Fund ("TEDF") Category F grant, which provides funding for improvements to designated all-season routes.

In addition to addressing the critical pavement needs, the City is also dedicated to increasing the quality and quantity of bicycling and walking opportunities in and around the community. In keeping with that commitment, the City recognized this segment contained a missing link in of the area's non-motorized infrastructure system as identified its comprehensive citywide non-motorized plan, and completing this link would create a continuous non-motorized segment from the City to Pittsfield Township that includes the many commercial and residential sectors on both sides of the interstate freeway. Extending the existing non-motorized path in the City along the Ann Arbor-Saline Road corridor into the township required a unique partnership between the City, the Road Commission, the Michigan Department of Transportation ("MDOT"), and the Charter Township of Pittsfield (the "Township") to define the improvements, determine their feasibility, and achieve consensus related to funding and schedule.

Upon receiving notice of the TDEF Category F grant award and establishing concurrence regarding the non-motorized improvements, the Road Commission in cooperation with the City, MDOT, and the Township elected to move the project forward into design. This commenced with detailed discussions between the partnering agencies to develop and arrive at a final scope of work that best addressed the identified roadway and non-motorized needs.

One portion of the work focuses on the roadway and the non-motorized improvements adjacent to the roadway, and is a joint effort between the Road Commission, the City, and the Township with the Road Commission acting as the lead agency. This work is subject to the terms of the Agreement and its scope includes rehabilitating and reconstructing various segments of the existing asphalt pavement from Oak Valley Drive to Eisenhower Parkway; concrete curb and gutter construction; replacing existing concrete sidewalks and ramps; constructing new concrete sidewalks and ramps between Lohr Road and the westbound I-94 exit/entrance ramps; pavement markings that include bicycle lanes on both the east and west sides of the roadway from Lohr Road to Eisenhower Parkway; traffic signing and other miscellaneous work.

The other portion of the work involves improvements to the I-94 Bridge and is exclusive to MDOT and not subject to the Agreement. Proposed work includes modifications to the existing concrete deck to remove a raised concrete median that will allow for the shifting of traffic lanes to make room for bike lanes to be placed on the east and west sides of the bridge and for the placement of an eight foot wide pedestrian pathway along the east side. Other work consists of constructing of new concrete barrier on the east side of the bridge that will separate the new pedestrian pathway from the traffic lanes, replacing existing guardrails, and attaching new pedestrian fencing and hand rails to the existing bridge railing along the east side.

Realizing the projects were under an aggressive schedule in order to satisfy certain funding deadlines, the Road Commission contracted with Fishbeck, Thompson, Carr & Huber, Inc. ("FTCH") to prepare detailed construction drawings, contract specifications and an opinion of probable construction costs for the roadway and non-motorized improvements. Early on FTCH coordinated their work closely with that being done by MDOT for the improvements on the bridge so that the two projects could be developed simultaneously and set up to be bid and constructed together under the same contract. Plans for both projects were finalized in November 2013.

The total project costs for the roadway and non-motorized improvements under the jurisdiction of City and Road Commission are estimated to be \$2,417,000.00 The TEDF Category F grant secured by the Road Commission in the amount of \$372,960.00 will be applied toward the roadway improvements with the funds being split approximately 60% and 40% respectively between the Road Commission and the City. Any/all project costs exceeding the TEDF grant will be the responsibility of the Road Commission and the City under the terms of the Agreement.

(See attached Project Expenses and Revenues sheet)

The General Fund expenditure is proposed to finance a portion of the City's improvements for the installation of new sidewalk construction along the east side of Ann Arbor-Saline Road from the westbound I-94 exit ramp to the north end of the I-94 Bridge, and along the west side of Ann Arbor-Saline Road from Brookfield Drive to the MDOT Park and Ride commuter parking lot. This Resolution authorizes the appropriation of \$30,000.00 from the City's General Fund, Fund Balance for construction of this sidewalk.

The use of federal STU funds and state TEDF funds requires that the contract be administered by MDOT through their Local Agency Programs ("LAP") Office. The project will be bid through MDOT, they will award the contract, and the Road Commission will act as the project engineer. The current schedule is to advertise the Project in December 2013 for a February 2014 bid opening. It is anticipated that MDOT will award the contract in March 2014, and construction will start sometime in

April 2014. The project is scheduled to be open to traffic by early August and complete by mid August.

The Agreement submitted with this resolution has been reviewed by the Road Commission and is expected to be approved at its March 18, 2014, Board Meeting.

Prepared by: Nicholas Hutchinson, P.E., City Engineer

Reviewed by: Craig Hupy, Public Services Area Administrator

Approved by: Steven D. Powers, City Administrator

Whereas, Ann Arbor-Saline Road is high volume all-season route that is a vital component of the area's commercial and commuter roadway network connecting the City of Ann Arbor (the "City") with Pittsfield Township and the City of Saline, and providing direct access to I-94, US-12, and the downtown;

Whereas, The section identified for improvements is controlled by both the City and the Board of Washtenaw County Road Commissioners (the "Road Commission") with the City having jurisdiction over the segment from I-94 north to Eisenhower Parkway;

Whereas, Portions of the roadway pavement are significantly deteriorated and near the end of their useful service life, and as these conditions continue to worsen they will severely impact the roads the ability to accommodate daily traffic uses;

Whereas, In addition to addressing the critical pavement needs, the City is dedicated to increasing the quality and quantity of bicycling and walking opportunities in and around the community, and in keeping with that commitment recognized this segment of Ann Arbor-Saline Road contained a missing link in the area's non-motorized infrastructure system as identified its comprehensive citywide non-motorized plan;

Whereas, Completing the project requires a unique partnership between the City, the Road Commission, the Michigan Department of Transportation ("MDOT"), and the Charter Township of Pittsfield (the "Township") to define the improvements and determine their feasibility;

Whereas, Staff is in agreement with the Road Commission, the Township, and MDOT that this segment of Ann Arbor-Saline Road should be improved to address the identified roadway and non-motorized needs, and that these improvements would greatly benefit area residents, businesses, and commuters;

Whereas, The Road Commission has applied for and secured a State of Michigan TEDF Category F grant to assist with constructing a portion of the roadway improvements associated with the Project; and

Whereas, The City and Road Commission agree that each party has a vested interest in contributing funds toward the Project to finance Project costs exceeding the revenues obtained from the TEDF grant;

RESOLVED, That the City enter into an agreement with the Road Commission for the design and construction of the Ann Arbor-Saline Road Improvement Project;

RESOLVED, That a contingency amount of \$127,330.00 be established within the project budget to be funded from the Street Reconstruction Millage, and that the City Administrator be authorized to approve additional change orders to the Agreement not to exceed \$127,330.00 in order to satisfactorily complete the project;

RESOLVED, That the sum of \$30,000.00 be appropriated for the construction of new sidewalk as part of said project, such sum being appropriated from the General Fund, Fund Balance to be available without regard for fiscal year for purposes of said project;

RESOLVED, That the Mayor and City Clerk be authorized and directed to execute said agreement, after approval as to form by the City Attorney and approval as to substance by the City Administrator; and

RESOLVED, That the City Administrator be authorized to take the necessary administrative actions to implement this resolution.